What is claimed is:

1. A method for the adaptive control of distance and/or driving speed of a motor vehicle, a control device being able to control an engine of the motor vehicle in at least a first operating mode and a brake of the motor vehicle in a second operating mode, wherein a quantity ($a_{Setpoint}$) representing a setpoint deceleration or a setpoint acceleration is determined; and when operating in the first operating mode, a transition is made to the second operating mode when the quantity ($a_{Setpoint}$) is within a specifiable range of values.

2. The method as recited in Claim 1,
wherein the specifiable range of values is determined as a function of a quantity (a_{Drag}) representing the drag torque of the engine.

3. The method as recited in Claim 2,
wherein the specifiable range of values includes all values less than a threshold value ($a_{Threshold}$).

4. The method as recited in Claim 3,
wherein the threshold value ($a_{Threshold}$) is formed by subtracting a quantity ($a_{Hysteresis}$) representing a hysteresis from a quantity (a_{Drag}) representing the drag torque.

5. The method as recited in Claim 4,
wherein, starting from a determinable instant (T_{Brake}), the quantity ($a_{Hysteresis}$) representing the hysteresis decreases linearly over time (t) from a maximum value ($a_{HysteresisMax}$) to a minimum value ($a_{HysteresisMin}$).

6. The method as recited in Claim 5,
wherein the determinable instant (T_{Brake}) is the instant at which the quantity ($a_{Setpoint}$) representing a setpoint deceleration or a setpoint acceleration is less than the quantity (a_{Drag}) representing a drag torque.

7. The method as recited in Claim 5,

wherein the slope with which the quantity ($a_{Hysteresis}$) representing the hysteresis linearly decreases over time is proportional to the difference of the quantity ($a_{Setpoint}$) representing the setpoint deceleration or the setpoint acceleration and the quantity (a_{Drag}) representing the drag torque.

8. The method as recited in Claim 2,
wherein the quantity (a_{Drag}) representing a drag torque is determined as a function of the slope of the road on which the motor vehicle is traveling.

9. The method as recited in Claim 8,
wherein the slope is estimated in a rapid method after a braking intervention.

10. The method as recited in Claim 9,
wherein at least one quantity representing an engine output torque and one quantity representing an actual acceleration of the motor vehicle are taken into consideration for estimating the slope.

11. A method for the adaptive control of distance and/or driving speed of a motor vehicle, a control device being able to control an engine of the motor vehicle in at least a first operating mode and a brake of the motor vehicle in a second operating mode, wherein, when operating in the second operating mode, a transition is made to the first operating mode when the brake essentially has no more decelerating effect.

12. The method as recited in Claim 11,
wherein the brake makes available an appropriate signal (NoBrake) on a bus system (CAN) when no more decelerating effect is present.

13. The method as recited in Claim 12,
wherein in the case in which the appropriate signal (NoBrake) from the brake is not present within a predetermined time ($T_{NoBrake}$), a direct transition is made to the first operating mode.